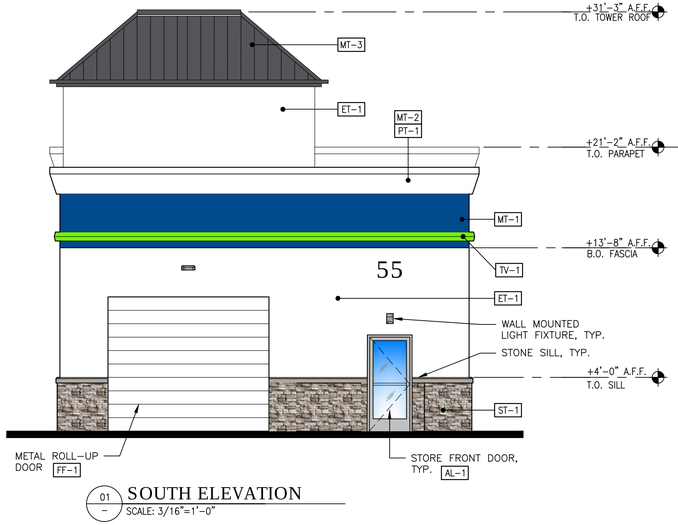
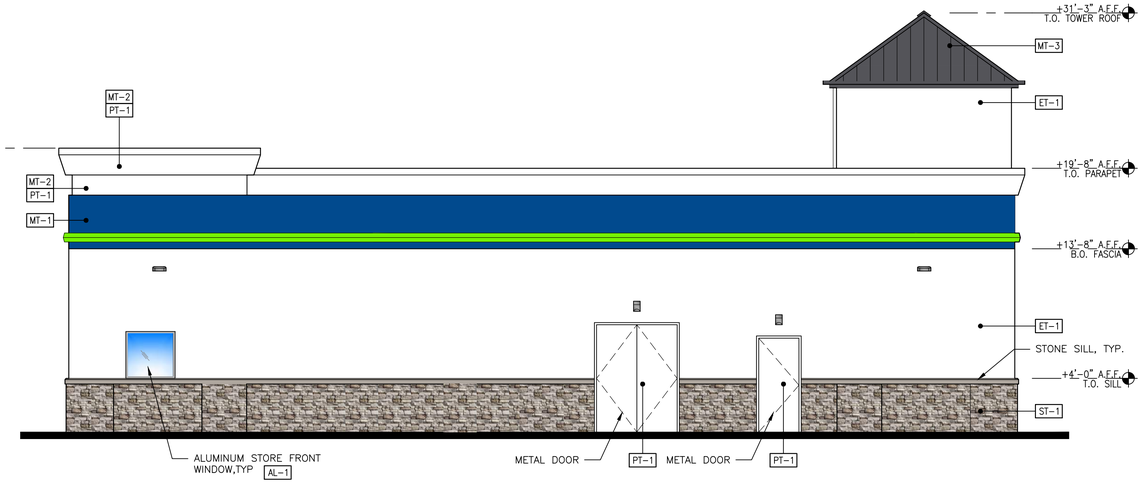


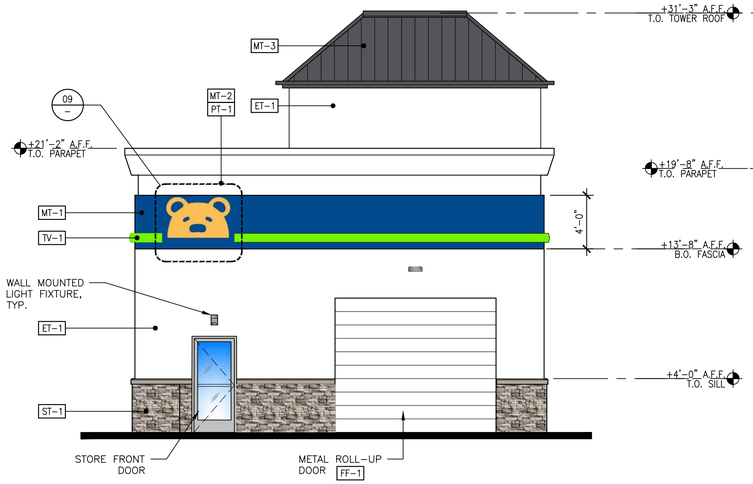
01 – SOUTH ELEVATION
SCALE: 3/16"=1'-0"



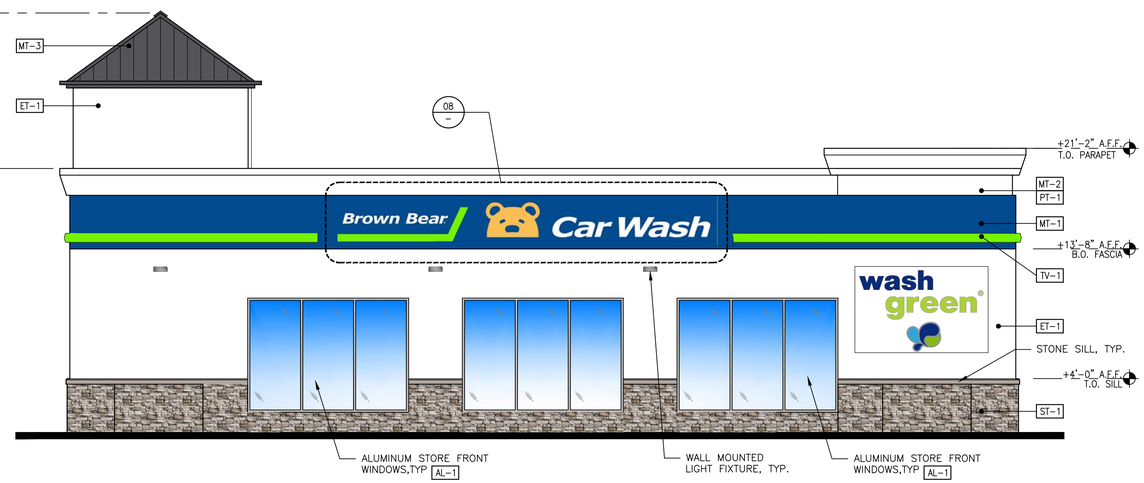
02 – EAST ELEVATION
SCALE: 3/16"=1'-0"

MATERIAL & COLOR LEGEND

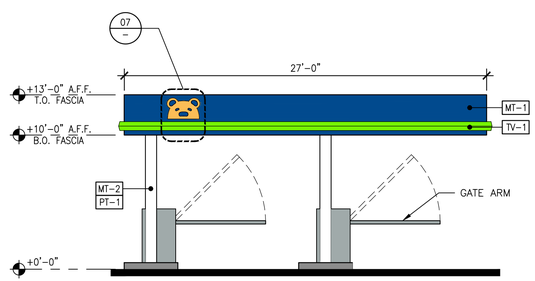
ST-1	STONE VENEER MFR: ELDORADO STONE STYLE: CLIFFSTONE COLOR: WHITE BARK
ET-1	CONCRETE WALLS WITH EXTRUTECH PVC PANELS LEFT IN PLACE COLOR: GLOSS WHITE
PT-1	EXTERIOR PAINT MFR: SHERWIN WILLIAMS COLOR: SW7006 EXTRA WHITE
MT-1	METAL FASCIA MFR: ALPOLIC, OR EQUAL COLOR: BLUE
MT-2	METAL FASCIA MFR: ALPOLIC, OR EQUAL COLOR: WHITE TO MATCH PT-1
MT-3	METAL ROOFING MFR: AEP SPAN, DESIGN SPAN hp COLOR: SLATE GRAY
TV-1	HORIZONTAL ILLUMINATED CHANNEL TRIM COLOR: GREEN AKZO 44365 WITH BRILLIANT GREEN TRANSLUCENT VINYL
FF-1	STEEL ROLL-UP DOOR COLOR: FACTORY FINISH WHITE FRAME COLOR PT-1
AL-1	CLEAR ANODIZED STOREFRONT DOOR AND WINDOWS



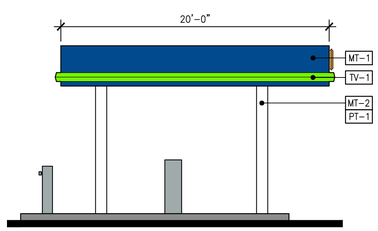
03 – NORTH ELEVATION
SCALE: 3/16"=1'-0"



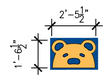
04 – WEST ELEVATION
SCALE: 3/16"=1'-0"



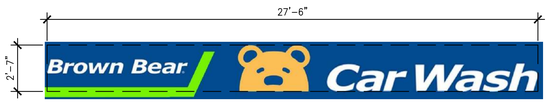
05 – CANOPY NORTH EAST ELEVATION
SCALE: 3/16"=1'-0"
SOUTHWEST ELEVATION SIMILAR (NO LOGO)



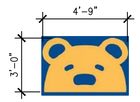
06 – CANOPY SOUTHEAST ELEVATION
SCALE: 3/16"=1'-0"
NORTHWEST ELEVATION SIMILAR



07 – CANOPY SIGN
SCALE: 1/4"=1'-0" 3.8 S.F., QUANTITY: 1



08 – CARWASH PRIMARY SIGN
SCALE: 1/4"=1'-0" 71 S.F., QUANTITY: 1



09 – CARWASH SECONDARY SIGN
SCALE: 1/4"=1'-0" 6.9 S.F., QUANTITY: 1

AUTO SENTRY CANOPY

ATTACHMENT 7

No.	Date	By	Ckd.	Appr.	Revision

Title: CARWASH & AUTO SENTRY ELEVATIONS
BROWN BEAR CAR WASH
55 NW GILMAN BLVD.
ISSAQUAH, WA

For: CAR WASH ENTERPRISES, INC.
3977 LEARY WAY NW
SEATTLE, WASHINGTON 98107

Scale: Horizontal AS NOTED Vertical –
Designed — Drawn — Checked — Approved SK Date 05/21/20

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

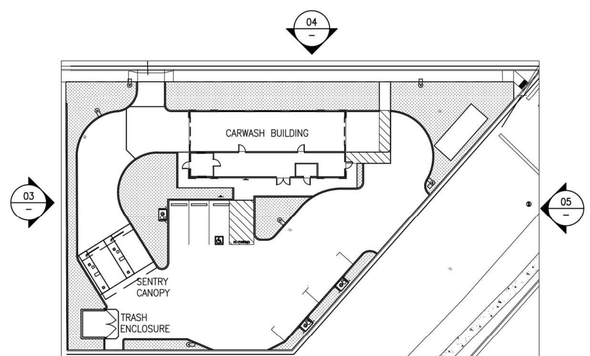
Job Number 20693
Sheet CWA2.1 of —

02 **SITE ELEVATION**
SCALE: 1:100

03 **SITE ELEVATION**
SCALE: 1:100

04 **SITE ELEVATION**
SCALE: 1:100

05 **SITE ELEVATION**
SCALE: 1:100



01 **REFERENCE SITE PLAN**
SCALE: 1/16"=1'-0"

No.	Date	By	Ckd.	Appr.	Revision

Title: CARWASH & AUTO SENTRY ELEVATIONS
BROWN BEAR CAR WASH
55 NW GILMAN BLVD.
ISSAQUAH, WA

For: CAR WASH ENTERPRISES, INC.
3977 LEARY WAY NW
SEATTLE, WASHINGTON 98107

Scale: Horizontal 3/16"=1'-0" Vertical —

Designed — Drawn — Checked — Approved — Date 05/21/20

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

Job Number 20693

Sheet EX-1 of

ATTACHMENT 8

CITY OF ISSAQUAH WASHINGTON

Community Planning & Development Department
P.O. Box 1307
Issaquah, WA 98027
425-837-3100

SEPA DETERMINATION
REVISED MITIGATED DETERMINATION OF NON- SIGNIFICANCE (MDNS)

File Number: SEP20-00006
Applied: Aug 8, 2020
Issue Date: November 4, 2021
Applicant: Barghausen Consulting Engineers, Inc.
Lead Agency: City of Issaquah

Description of Proposal: To construct a 2,125-square-foot tunnel automated car wash and 540-square-foot Auto Sentry canopy on a 0.42-acre site. Infrastructure improvements will include water, sewer, and frontage improvements. The site currently contains contaminated soil and groundwater from an abandoned fuel facility that exceed the MTCA A cleanup levels. Phase 1 of a two-phase remediation process is complete. Phase 1 consisted of excavation and off-site disposal of petroleum contaminated soils above the water table. Phase 2 includes use of *in situ* treatment, air sparging/soil vapor extraction ("AS/SVE") system, to remediate residual petroleum hydrocarbon impacts to soil and groundwater. The AS/SVE system will be installed in conjunction with the construction of the carwash.

Location of Proposal: 55 NW Gilman Blvd, Issaquah, Washington 98027

Determination: The City of Issaquah's SEPA Responsible Official has determined that this proposal will not have a probable significant adverse impact on the environment. An environmental impact statement ("EIS") is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed Environmental Checklist revised February 5, 2021, and the supplemental information provided with the project application on file with the lead agency. This information is available to the public upon request. The project planner is Valerie Porter, who may be contacted at (425) 837-3094 for further information.

Mitigation Measures: The following SEPA mitigation measures shall be deemed conditions of the approval:

1. This determination is conditioned on approval from the Pollution Liability Insurance Agency ("PLIA") and/or Washington Department of Ecology ("Ecology"). Prior to approval of the site work permit, the applicant must provide the City with documentation from PLIA and/or Ecology agreeing the proposed cleanup method utilizing AS/SVE is acceptable. Within 5-years of the installation of the AS/SVE equipment, the applicant shall provide analytical results demonstrating the site and the City's right-of-way meet the appropriate cleanup levels for soil and groundwater under the Washington State Model Toxic Control Act ("MTCA") at the points of compliance and in the City's right-of-way. If the appropriate cleanup levels are not met within 5 years, the applicant shall continue to operate the AS/SVE system until such time as the cleanup levels are met.
2. The applicant must execute an environmental indemnification agreement with the City, as a property owner, under which the applicant will indemnify the City against any claims or losses arising from

contamination in the City's right-of-way. This agreement must be put in place prior to approve of the site development permit.

3. A performance bond is required for the project. The applicant is required to provide the City a performance bond or other security instrument equal to 150% of the total cost of the mitigation project to complete, which guarantees that all required mitigation measures will be installed, and work completed. This guarantee shall be provided prior to issuance of a construction permit.

4. Following installation of the AS/SVE equipment and City acceptance the equipment is operational, a 5-year monitoring/maintenance period is required. The applicant must keep the City apprised of and provide regular reporting on efforts being made to comply with the PLIA and/or Ecology. In addition, the applicant is required to provide the City a bond or other security instrument equal to 150% of the estimated maintenance and monitoring cost in an amount determined sufficient to guarantee satisfactory labor, materials, and performance of structures and improvements. The monitoring/maintenance bond must be submitted for review and accepted by the City prior to building occupancy.

5. The project site is located within the City's Class 1 Critical Aquifer Recharge Area ("CARA") and Sammamish Plateau Wellhead Protection Zone. To help prevent groundwater pollution, aquifer protection is regulated under the City's CARA Ordinance, IMC Chapter 13.29: Groundwater Quality Protection Standards. To ensure hazardous chemicals (e.g., soaps, waxes, etc.) do not infiltrate or run off the site, secondary containment of chemicals is required during construction. After construction has completed, chemicals shall be stored in a permanent chemical storage area be constructed in the new building and sized appropriately based on the volume of chemicals anticipated during operations.

6. The proposed AS/SVE system will generate significant sound levels. Mitigation measures are being proposed, which will decrease the dBA, but additional information must be provided to the City to ensure compliance with the City's Noise ordinance, IMC 18.07.136: Noise control. Prior to issuance of building occupancy, the AS/SVE system or any other proposed remediation equipment must demonstrate compliance with the City's Noise ordinance.

7. All vehicle queuing must remain on-site. Additional traffic operational analysis must be provided to the City for review that demonstrates vehicle queuing will not impact adjacent rights-of-way.

8. Pursuant to the City's *"*Traffic Impact Fee and Bicycle and Pedestrian Mitigation Fee Update*"* (FCS Group, July 8, 2019) and "Fire Impact Fee & General Government Buildings and Law Enforcement Mitigation Fees Update" (FCS Group, July 8, 2019), both of which are adopted as SEPA policies under IMC 18.10.260, the applicant shall mitigate its direct impacts on general government, law enforcement, and bicycle and pedestrian facilities by voluntarily paying the mitigation fees established in the City's fee studies in effect on the date of building permit issuance.

    a. Alternate Fees: If applicant does not voluntarily agree to pay the mitigation fees established by the City's fee studies, the applicant may choose other methods to quantify and mitigate its direct impacts to bicycle and pedestrian, general government, and law enforcement services, which methods must include conducting a study of this project's impacts. Any alternative mitigation proposed by applicant must be accepted by the City in a voluntary mitigation agreement executed by applicant and the SEPA Responsible Official before the date of building permit issuance.

    b. Assessment of Fees: The City will assess mitigation fees prior to building permit issuance. The actual cost of the mitigation fee will be the fee established in the fee studies in effect at the time of building permit issuance, or an alternate fee if applicant and the City have executed a voluntary payment agreement by the time the fees are assessed. If applicant does not pay the mitigation fees, the City will not issue applicant's building permit. *See* IMC 3.74.060(B)(3).

c. Fee Expenditures: Applicant's mitigation fee will be held in a dedicated account and will only be spent on new governmental buildings (for general government mitigation fees), law enforcement equipment and facilities (for police mitigation fees), or bicycle and pedestrian facilities (for bicycle and pedestrian fees). Applicant may offer input on how the payment should be spent by submitting SEPA comments during the SEPA comment period for this MDNS.

d. Objections: Applicant objections to the voluntary mitigation fees imposed through this MDNS shall be made through SEPA comment or, at Applicant's option, through an appeal of this SEPA determination. If this MDNS is not appealed, this fee condition will be final and binding on Applicant.

Minnie Dhaliwal

Minnie Dhaliwal, SEPA Responsible Official
City of Issaquah
P.O. Box 1307
Issaquah, WA 98027
(425) 837-3430

11/04/21
Date

Appeal Period: This MDNS is issued under 197-11-350 and 197-11-680. There is a 21-day combined comment and appeal period for this determination, between November 4, 2021, to November 25, 2021. Anyone wishing to comment may submit written comments to the Responsible Official. The Responsible Official will consider the determination based on timely comments.

Any person aggrieved by this determination may appeal by filing a Notice of Appeal no later than 5 p.m. on November 25, 2021 and pay a $1,500 filing fee. Appeals may be filed electronically by emailing the same to CPDSupportServices@issaquahwa.gov. A hard copy of the Notice of Appeal and a check for the filing fee must be deposited in the mail addressed to City of Issaquah Permit Center, Attention Candy Baer, P.O. Box 1307, Issaquah, WA 98027 and post-marked no later than November 25, 2021 in order for the appeal to be valid. Appellants should prepare specific factual objections. Appeals of this SEPA determination must be consolidated with appeal of the underlying permit, per IMC 18.04.250.

Copies of the environmental determination and other project application materials are available from the City of Issaquah Community Planning and Development Department, 130 E Sunset Way, Issaquah, WA.

Cc: Washington State Department of Ecology
Snoqualmie Indian Tribe
Washington State Department of Fish and Wildlife
Washington State Department of Archeology and Historic Preservation (DAHP)
Muckleshoot Indian Tribe
U.S. Army Corps of Engineers
Sammamish Plateau Water & Sewer District
King County Dept of Local Services - Road Services Division
Parties of Record

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [HELP]

1. Name of proposed project, if applicable:

   Brown Bear Car Wash

2. Name of applicant:

Car Wash Enterprises, Inc. c/o Joe Giuseffi

3. Address and phone number of applicant and contact person:

Contact Person: Joe Giuseffi
3977 Leary Way N.W.
Seattle, WA 98107
206-774-3765

4. Date checklist prepared:

November 13, 2019
Revised August 6, 2020

5. Agency requesting checklist:

City of Issaquah

6. Proposed timing or schedule (including phasing, if applicable):

Land Use/Entitlements:	**December 2020**
Construction Permits:	**April 2021**
Construction:	**June 2021**
Opening:	**September 2021**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Plans for future additions, expansions, or further activity beyond the initial proposal are not anticipated at this time.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Listed below are documents directly related to the environmental review of the applicant's proposal. These documents will either be made available in conjunction with this submittal, as a deferred submittal for this entitlement process, or subsequently made available during future permitting processes as required by City staff.

- **ALTA/NSPS Land Title Survey prepared by PLS, Inc. dated May 6, 2016**
- **Geotechnical Report prepared by Aspect Consulting, LLC. dated November 12, 2019**
- **Noise Study prepared by Aspect Consulting dated November 5, 2019**
- **Remediation/Mitigation Status Report prepared by Aspect Consulting dated November 5, 2019**
- **Temporary Erosion and Sedimentation Control Plan**
- **Technical Information Report (TIR)**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

To the best of our knowledge, no other applications are pending for governmental approvals at this time.

10. List any government approvals or permits that will be needed for your proposal, if known.

A complete land development permitting process is anticipated, including, but not limited to, the following:

- **Building Permits**
- **Site Development Permits**
- **Mechanical, Electrical, and Plumbing Permits**
- **Sign Permits**
- **Right-of-Way Permits**
- **Demolition Permits**
- **Utility Connection Permits**

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The project calls for the construction of a Brown Bear Car Wash consisting of a 2,125-square-foot tunnel bay with equipment room, a 27- by 20-foot Auto Sentry canopy structure for unattended, point-of-sale transactions, three (3) vacuum stalls, interior and perimeter landscaping, a new trash enclosure, and various site improvements.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The subject site is located at the southeast intersection corner of N.W. Gilman Boulevard and 1st Avenue N.W. in Issaquah, Washington. The subject property is currently vacant after the recently completed demolition of the gas station and convenience store. Surrounding uses include a gas station to the east, an oil change business to the south, a veterinary hospital and paint store to the west, and beyond Gilman Boulevard is a gas station to the north.

The site address is listed by King County Assessor as 55 N.W. Gilman Boulevard, Issaquah, Washington 98027. The site is located in the northeast Section 28, Township 24, Range 06. The tax parcel number is 884350-0440.

B. Environmental Elements

1. *Earth* [help]

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)?

The steepest slope on the site is approximately 5 percent.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

According to the United States Department of Agriculture Soils Conservation Map, the project is comprised of Everett, very gravelly sandy loam (0 to 8 percent slopes).

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

To the best of our knowledge, there are no indications or history of unstable soils in the immediate vicinity.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

The total cut/fill of grading quantities is approximately 750 cubic yards of cut and 150 cubic yards of fill, totaling approximately 900 cubic yards. Approximately 550 cubic yards of the total 750 cubic yards of cut will be related to the installation of a stormwater detention vault. The intended grading quantities will consist of material displaced by the carwash facility installation and installation of source control and stormwater facilities.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Erosion is a possibility during construction activity and will be primarily limited to grading excavation for the proposed stormwater detention vault and fill activities under this proposal. A Temporary Erosion and Sedimentation Control Plan (TESCP) will be prepared and implemented throughout the construction phase reducing the potential for erosion on site.

During construction, the project will likely have to route upstream run-on from the adjacent Chevron Site (east). Measures for this may include installing sandbags around the perimeter of the site such that stormwater will route around the construction activities and prevent any potential erosion and sediment tracked off site.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Currently, 88 percent of the site is covered with gravel. After project construction, new landscaping will be installed and impervious surfaces will cover approximately 72 percent of the site.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Erosion Control measures to be implemented include the use of catch basin inlet protection to limit erosion potential into existing conveyance systems and silt fence to protect adjacent properties and soil from potential contamination. Additionally, the project will likely construct a sediment trap to contain sediment that would otherwise track off site during the construction phase. Furthermore, the project will install sandbags around the perimeter of the site as needed to control any potential upstream run-on.

Lastly, under this proposal, the site will house a soil remediation plan (complete with structure, conduit, and vents located sporadic throughout the site. The construction of this system will be completed concurrently with the proposed car wash.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Airborne particulates (dust) along with vehicular exhaust from construction equipment are the most likely short-term sources of emissions during construction activity. The primary source of long-term emissions will be from vehicular exhaust as a byproduct of the operation for the Brown Bear Car Wash.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Off-site emissions will likely consist of vehicular exhaust deriving from the adjacent rights-of-way and vehicle-oriented uses surrounding the project site. However, the off-site sources of emissions are not anticipated to have an effect on the proposed project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Airborne particulates will be minimized through surface watering during the construction phase of the project. All construction vehicles and equipment will comply with current Federal and State emission standards. During the car wash process, aside from the vehicles utilizing the service, no source of emissions is anticipated.

3. Water [help]

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

East Fork Issaquah Creek is located approximately 900 feet south of the project site. The creek feeds into the Issaquah Creek, which is located approximately 970 feet to the west of the project site. Additionally, North Fork Issaquah Creek is located approximately 1,100 feet north of the project site and feeds, similarly, into the Issaquah Creek.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The project will not conduct any work over, in, or adjacent (within 200 feet) to the described waters above.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill or dredge material will be placed in or removed from any waters as a result of the proposed project.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

The project will not require the withdrawal or diversion of surface waters.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

According to the FEMA Flood map No. 53033C0691H, the project site is classified as Zone X and is not within the 100-year floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

The project does not propose discharges of waste materials to any surface waters.

b. Ground Water: [help]

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No drinking water will be withdrawn from a well for the proposed project.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material will be discharged into the ground. All sanitary sewer effluent will be collected and routed into the existing sanitary sewer system.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater runoff will be generated from both impervious and pervious surfaces on site. The run-on from areas upstream on the site is minimal based on the existing site topography. Stormwater runoff on site will be collected by a series of catch basins and discharged to a detention vault. Upstream of detention, runoff will be treated via a treatment train consisting of an oil/water separator and BioClean Modular Wetland Water Quality System. Upon treatment and detention, stormwater will be conveyed to an on-site pump system which will discharge detained stormwater into the existing public infrastructure. The site will be graded such that off-site runoff will not enter the site and off-site runoff will be collected by the public conveyance system.

2) Could waste materials enter ground or surface waters? If so, generally describe.

While the potential for waste materials to enter groundwater is possible, the contractor will follow standard erosion control BMPs, as well as the regulations set forth in IMC 13.29 – Groundwater Quality Protection Standards for the construction of the project.

During the construction phase, the project will construct a sediment trap such that stormwater will accumulate prior to discharge into the public system. Once accumulated within the sediment trap, sediment will settle to the bottom while clean water will discharge into the public conveyance system.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No alterations to the drainage patterns within the vicinity of the site are anticipated as a result of the proposal.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Stormwater runoff will be mitigated for both runoff quality and quantity in accordance with the 2017 Stormwater Design Manual Addendum.

and 2012/2014 Ecology Storm Water Management Manual for Western WA

4. Plants [help]

a. Check the types of vegetation found on the site:

____deciduous tree: alder, maple, aspen, other
_X_evergreen tree: fir, cedar, pine, other
_X_shrubs

_X_grass
El
____crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
____other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Existing vegetation along the perimeter and within the interior of the project area will be removed and replaced with trees, plantings, shrubs, and groundcover to be specified on the landscape plan to be approved by the City.

c. List threatened and endangered species known to be on or near the site.

To the best of our knowledge, there are no threatened or endangered plant species on or near the subject property.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Trees and plantings native to the Pacific Northwest and/or specified by the City Code will be selected.

e. List all noxious weeds and invasive species known to be on or near the site.

To the best of our knowledge, there are no noxious weeds and/or invasive species known to be on or near the project site.

5. Animals [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other: **Crows**
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site.

To the best of our knowledge, there are no threatened or endangered species known to be on or near the project site.

c. Is the site part of a migration route? If so, explain.

To the best of our knowledge, the site is not part of a mitigation route.

d. Proposed measures to preserve or enhance wildlife, if any:

There are no proposed measures to preserve or enhance wildlife at his time.

e. List any invasive animal species known to be on or near the site.

To the best of our knowledge, there are no known invasive animal species known to be on or near the site.

6. Energy and Natural Resources [help]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity and natural gas will be used to meet the operational needs of the completed project.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The project will not affect the potential use of solar energy by the adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The project will comply with all current energy code requirements during and after construction.

7. Environmental Health [help]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

No environmental health hazards are associated with the car wash use. However, possible sources of environmental hazards from the previous gas station use may have included incidental exposure to gasoline during refueling and previous fuel spills. The demolition and decommissioning of the fuel facility considered these hazards and performed testing to identify required remediation and soil cleanup. A Remediation/Mitigation Status Report prepared by Aspect Consulting dated March 20, 2020 is included with the land use application.

1) Describe any known or possible contamination at the site from present or past uses.

Please refer to the Remediation/Mitigation Status Report prepared by Aspect Consulting dated March 20, 2020.

2) Describe existing hazardous chemicals/conditions that might affect project development

and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

Please refer to the Remediation/Mitigation Status Report prepared by Aspect Consulting dated March 20, 2020. The use of air sparging/soil vapor extraction to treat gasoline-range TPH and enhanced biotreatment injections for diesel/oil-range TPH will be implemented with the design plans for the car wash improvements.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

The project will store and use chemicals in relation to the car washing process. The chemicals include car washing soaps and waxes, which will be stored in a utility room with access granted only to employees. *Secondary containment has been researched for a similar Brown Bear project in Parkland, WA. Please review the Hazardous Materials Inventory Statement prepared by Winslow Partnership. Secondary containment is not necessary for the types and quantities of regulated hazardous materials inside the car wash.*

4) Describe special emergency services that might be required.

No special emergency services are anticipated for this project.

5) Proposed measures to reduce or control environmental health hazards, if any:

Special equipment designed to minimize the impact of failure or damage through accidents, system protocols to establish and promote regular inspection and monitoring of facilities and equipment, plus electronic monitoring systems which provide continual oversight of car wash systems and equipment.

The use of air sparging/soil vapor extraction to treat gasoline-range TPH and enhanced biotreatment injections for diesel/oil-range TPH will be implemented with the design plans for the car wash improvements. Please refer to the Remediation/Mitigation Status Report prepared by Aspect Consulting dated March 20, 2020 for more details.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

There are no types of noise that exist in the area which will affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

On a short-term basis, noise associated with the construction of the fuel facility will vary as construction proceeds. On a long-term basis, traditional car wash noises (vehicle, dryers, washing devices, etc.) will remain consistent beyond construction.

3) Proposed measures to reduce or control noise impacts, if any:

Noise impacts associated with the construction phase of the project will be limited in duration. To mitigate general noise impacts during the construction phases, measures such as using and regularly maintaining efficient mufflers and quieting devices on all construction equipment and vehicles will be taken. Construction hours will roughly be limited to the normal workday, 7:00 a.m. to 6:00 p.m.

8. Land and Shoreline Use [help]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Currently, the site consists of a vacant *lot that is filled with pervious gravel*. Surrounding uses include a gas station to the east, an oil change business to the south, a veterinary hospital and paint store to the west, and beyond Gilman Boulevard is a gas station to the north.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

To the best of our knowledge, the project site has not been used for working farmlands or working forest lands.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

The proposal will not affect or be affected by surrounding farm or forest lands.

c. Describe any structures on the site.

There are no existing structures on the site.

d. Will any structures be demolished? If so, what?

Not applicable. There are no structures on the site.

e. What is the current zoning classification of the site?

The site is currently zoned Mixed Use.

f. What is the current comprehensive plan designation of the site?

The site is within the Mixed Use designation in the City of Issaquah's Comprehensive Plan.

g. If applicable, what is the current shoreline master program designation of the site?

The current shoreline master plan is not applicable to the project site.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The site is located within the Critical Aquifer Class 1 Recharge Area.

i. Approximately how many people would reside or work in the completed project?

Following project completion, the development will likely employ between 2 to 5 employees. The project does not include any residential components and no one will reside on the site.

j. Approximately how many people would the completed project displace?

The existing residential unit is vacant and no people will be displaced due to the proposed project.

k. Proposed measures to avoid or reduce displacement impacts, if any:

With no displaced people, the project does not propose any measures to reduce displacement.

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposed use is permitted within the Mixed Use zone and is subject to various levels of review to ensure compatibility and compliance with applicable codes.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

This is not applicable since the project site does not impact any agricultural and/or forest lands.

9. Housing [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

The project proposal does not include any residential components; no housing units will be provided.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

The project proposal will eliminate one single-family residence. The property is vacant and unlivable.

c. Proposed measures to reduce or control housing impacts, if any:

With no housing impacts identified, no mitigation measures are required or proposed.

10. Aesthetics [help]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest height of the proposed structures is 31 feet 3 inches and the exterior building materials include, stone veneer, concrete walls with PVC panels, metal fascia, and metal roofing.

b. What views in the immediate vicinity would be altered or obstructed?

The project will be designed to comply with all applicable City setback and site clearance requirements. No significant views of the immediate vicinity are expected to be altered or obstructed as a result of this project.

b. Proposed measures to reduce or control aesthetic impacts, if any:

With no aesthetic impacts identified, no mitigation measures are required or proposed. Compliance with adopted design guidelines and standards will reduce and control any aesthetic impacts that may otherwise have occurred.

11. Light and Glare [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The primary sources of light or glare resulting from the completed project will be produced from exterior lighting fixtures and vehicle headlights. The project will utilize fixtures that help minimize the possibility of glare and/or spillover affecting adjacent properties.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No issues related to lighting have been identified as safety hazard or visual obstruction.

c. What existing off-site sources of light or glare may affect your proposal?

No off-site sources of light or glare will affect the proposal.

d. Proposed measures to reduce or control light and glare impacts, if any:

The project's mitigation of light or glare lies in the choice of exterior fixtures and their design. The likely use of recessed and shielded fixtures will play a major role in reducing glare and spillover. The use of landscaping will further minimize potential for spillover.

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity?

There is a community garden and park located approximately 350 feet southwest of the project site which provides recreational activities for the surrounding area.

b. Would the proposed project displace any existing recreational uses? If so, describe.

The project will not displace any recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

No mitigation measures are required or proposed.

13. Historic and cultural preservation [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.

The project is approximately 600 feet from the Tollë Anderson Homestead within the Cybil-Madeline Park. The Homestead site is a local historical site and is eligible for state preservation registry.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

To the best of our knowledge, there is no historical or cultural importance associated with the project site. However, the project is subject to various levels of review by City staff, who have historical knowledge of the area, to ensure no historically significant sites will be disturbed by the proposed project.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The methods used to determine the existence, or lack thereof, of any historical or cultural importance associated with the project site was studying historical maps and registries provided by King County and Washington State.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

To the best of our knowledge, there is no historical or cultural importance associated with the project site. Therefore, no measures are proposed to minimize any historical or cultural disturbances.

14. Transportation [help]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The project site is bound by public rights-of way along the west property lines, 1st Avenue N.W. and an unnamed access road along the north and east property line. The project proposes full access to the north and east onto the unnamed access road. Additionally, there is a proposed escape lane onto 1st Avenue N.W. Please refer to the enclosed Preliminary Site Plan for the visual of the proposed access locations.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The project is approximately 350 feet of a King County Metro stop, which is served by Routes 200, 208, and 271. The project will not affect the King County Metro line.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The completed project proposes to add five (5) parking spaces, which will include three (3) vacuum stalls and one (1) ADA parking stall. Currently, the site does not contain adequate parking and the proposal will eliminate no parking for the site.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The project does not propose any addition or alteration of the surrounding roads, streets, pedestrian, bicycle, or state transportation facilities.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project will not have any involvement with, or impact upon, water, rail, or air transport services or facilities.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

To estimate daily trips for the proposed project, the City of Issaquah confirmed that data can be collected at the Sammamish car wash facility. Traffic counts were collected at the existing Sammamish Brown Bear Car Wash Facility located at 3050 228th Avenue S.E. across two (2) weekdays and a Saturday. Based on the data collected, the project is expected to generate 679 vehicles during an average weekday and 526 vehicles on a Saturday. The Trip Generation and Queue Analysis prepared by TENW dated November 11, 2019 is enclosed for review with our land use application.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The project will not interfere with any surrounding working farmlands and/or forest land's transportation movements.

h. Proposed measures to reduce or control transportation impacts, if any:

No measures are proposed or required at this time.

15. Public Services [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The project will not result in an increased need for public safety services such as police and fire protection beyond the typical service provided for a project of this scale.

b. Proposed measures to reduce or control direct impacts on public services, if any.

No mitigation measures are required or proposed.

16. Utilities [help]

a. Circle utilities currently available at the site:
electricity, **natural gas,** **water**, **refuse service**, **telephone**, **sanitary sewer**, septic system, other _____

c. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Preliminary research of survey plans indicates that there is an existing sewer main that is located across the centerline of 1st Avenue N.W. The project proposes to connect to the existing sanitary sewer main with one new 6-inch sanitary sewer stub. Additionally, survey plans show an existing 1-inch water meter that feeds to the property; however, the 1-inch meter will be converted to irrigation. The project will require a 1.5-inch meter for the car wash, which will connect to a main along either 1st Avenue N.W. or the access road to the north.

Electricity:	**PSE**
Water:	**City of Issaquah**
Sewer:	**City of Issaquah**
Refuse:	**Recology Cleanscapes**

C. Signature [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee Nick Wecker

Position and Agency/Organization Senior Planner, Barghausen Consulting Engineers, Inc.

Date Submitted: August 6, 2020

D. Supplemental sheet for nonproject actions [HELP]

(**IT IS NOT NECESSARY** to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

ATTACHMENT 10

CITY OF ISSAQUAH WASHINGTON

Community Planning & Development Department
P.O. Box 1307
Issaquah, WA 98027
425-837-3100

FINAL STAFF EVEALUATION FOR ENVIRONMENTAL CHECKLIST

APPLICATION NO: PRJ13-00024/SEP20-00006

I. Summary of Proposed Action

To construct a 2,125-square-foot tunnel automated car wash and 540-square-foot Auto Sentry canopy on a 0.42-acre site. Infrastructure improvements will include water, sewer, and frontage improvements. The site currently contains contaminated soil and groundwater from an abandoned fuel facility that exceeds the MTCA A cleanup levels. Phase 1 of a two-phase remediation process is complete. Phase 2, which includes installing an air sparging/soil vapor extraction system, will be installed in conjunction with the construction of the car wash.

II. General Information

Project Name:	Brown Bear Car Wash
Applicant:	Barghausen Consulting Engineers, Inc. c/o: Glenna Mahar 18215 72nd Ave S Kent, WA 98032
Location:	55 NW Gilman Blvd
Zoning:	Mixed Use (MU)
Comprehensive Plan:	Mixed Use

The following information was considered as part of review of this application:

1. SEPA Environmental Checklist prepared November 13, 2019; revised July 23, 2021
2. Preliminary Plan Set, dated April 3, 2020, prepared by Barghausen Consulting Engineers
3. Noise Study for Proposed Air Sparge/Soil Vapor Extraction System, dated November 5, 2019
4. Remediation/Mitigation Status Report, dated March 20, 2020, prepared by Aspect Consulting
5. Memorandum dated March 2, 2021, prepared by Aspect Consulting
6. Geotechnical Engineering Report dated November 12, 2019, prepared by Aspect Consulting
7. Technical Information Report, dated April 3, 2020, prepared by Barghausen Consulting Engineers

NOTE:

1. Technical reports referenced above may not be attached to copies of this decision. Copies of the environmental determination and other project application are available at the City's website: http://issaquahwa.gov/development. Click on the parcel, then select "View Related Documents and Permits" to see the available submittals. The full application is available for review, by appointment through the Project Planner, at the Permit Center, 130 E Sunset Way, Issaquah, WA 98027 or electronic mail CPD@Issaquahwa.gov.
2. Issuance of this threshold determination does not constitute approval of the permit. The proposal will be reviewed for compliance with all applicable City of Issaquah codes, which regulate development activities, including the Land Use Code, Critical Area Regulations, Building Codes, Clearing and Grading Ordinance, and Surface Water Design Manual.
3. A Mitigated Determination of Non-Significance (MDNS) was issued on July 27, 2018 for Phase 1 of a two-phase remediation process. Phase 1 consisted of excavating contaminated soil, removing all underground storage tanks and aboveground structures present on-site. Since then, additional information has been obtained. Subsequently, the applicant has provided a revised checklist and reports referenced above. Based on the revised checklist and these additional reports the original MDNS is revised.

III. Background/Proposal

Prior to the lot being vacant, it was previously used as both as a gasoline service station and car repair shop. Throughout the history of the site 15 underground storage tanks (UST) and four aboveground storage tanks (AST) have been placed around the property in various locations. In 1991, groundwater samples were collected from the subject site showing high concentrations of gasoline and benezene that exceed the Washington State Model Toxic Control Act (MTCA) Method A cleanup level. MTCA is the primary law that governs cleanup of contaminated site in Washington State. It is assumed the three USTs and associated pumps were removed in 1986, which may have been the source of contamination detected in 1991. As a result, the subject parcel was listed by the Department of Ecology as a leaking UST site.

In summer of 2019, all existing aboveground structures and USTs present on-site were removed along with contaminated soil above the water table and disposed of off-site. Reports provided to the City to date state contamination still reside on-site in two locations, the northern tip of the property with the extent of pollution possibly extending slightly into the City of Issaquah's (City) rights-of-way, and on the eastern portion of the site where two USTs were closed-in-place.

IV. Review of the Environmental Checklist

The following lists the elements contained within the Environmental Checklist submitted for the proposed project. The numbers in the staff evaluation correspond to the numbers in the Environmental Checklist. If staff concurs with the applicant's response, this is so stated. If the response to a particular item in the checklist is found to be inadequate or clarification is needed, there is additional staff comment and evaluation.

A. BACKGROUND

1-5: Concur with the checklist

6: Land Use Entitlements will occur November 2021 and construction will start after the proposed date of March 2021, likely occurring spring 2022.

7-8: Concur with the checklist

9: Concur with the checklist

10-12: Concur with the checklist

B. ENVIRONMENTAL ELEMENTS

1. Earth

a-h: Concur with the checklist

2. Air

a-c: Concur with the checklist

3. Water

a. Surface Water

1-6: Concur with the checklist

b. Ground Water

1-2: Concur with checklist

c. Water Runoff

1: Concur with checklist

2: Project is located within a City's Class 1 Critical Aquifer Recharge Area (CARA). Infiltration of runoff is prohibited. Groundwater must be protected during construction.

3: Concur with checklist

d. Concur with the checklist

4. Plants

a-e: Concur with the checklist

5. Animals

a-e:

6. Energy Concur with the checklist **and Natural Resources**

a-c: Concur with the checklist

7. Environmental Health

a: Soil and groundwater contamination from the previous gasoline service station and car care facility still resides on-site and within the City's right-of-way. The applicant is proposing to clean the site in two phases. The first was completed in 2019, which consisted of removing all underground storage tanks and contaminated soil above the water table, and the second phase will occur with the construction of the car wash. The applicant has enrolled the site into the Pollution Liability Insurance Agency (PLIA) Petroleum Technical Assistance Program (PTAP). Prior to construction of the car wash, the City must receive a letter from PLIA approving the proposed clean up method.

1: Concur with the checklist

2: Concur with the checklist

3: The subject site is located within the CARA and Sammamish Plateau Wellhead Protection Zone. To help prevent groundwater pollution, aquifer protection is regulated under the City's CARA Ordinance IMC 13.29: Groundwater Quality Protection Standards.

To ensure hazardous chemicals do not infiltrate or run off the site, secondary containment of chemicals is required during construction, and shall be built into the permanent chemical storage area.

4-5: Concur with the checklist

b. Noise Ask

1: Concur with the checklist

2: The applicant is proposing to install an Air Sparge/Soil Vapor Extraction (AS/SVE) System to treat the impacted soil and ground water on/off-site and will remain after construction activities have concluded. The City has adopted WAC 173-60-040: Maximum Permissible Environmental Noise Levels. The subject site and parcel surrounding the site are designated as Class A sites. Per the Noise Study, the AS/SVE equipment will generate approximately 80 dBA, which exceeds the required dBA for the site. Mitigation measures are being proposed but additional information must be provided to the City to ensure compliance. Prior to the building receiving occupancy, the equipment must show compliance with the City's Noise ordinance. Also, chain link fencing may be permissible with landscape screening provided. Fences more than eight (8) feet in height shall be reviewed as an Administrative Adjustment of Standards.

3: Concur with the checklist

8. **Land and Shoreline Use**

   a-m: Concur with the checklist

9. **Housing**

   a-c: Concur with the checklist

10. **Aesthetics**

    a-c: Concur with the checklist

11. **Light and Glare**

    a-d: Concur with the checklist

12. **Recreation**

    a-c: Concur with the checklist

13. **Historic and Cultural Preservation**

    a-d: Concur with the checklist

14. **Transportation**

    a-c: Concur with the checklist

    d: On-site vehicle queuing can potentially overflow into surrounding streets. Vehicles spilling into the right-of-way can create traffic congestion and prevent access to surrounding businesses and/or streets. The project proposal is feasible but additional details must be provided to the City for review.

    e-h: Concur with the checklist

15. **Public Services**

    a-b: Concur with the checklist

16. **Utilities**

    a-b: Concur with the checklist

V. Conclusion

The City of Issaquah has determined that this proposal will not have a probable significant adverse impact on the environment and pursuant to WAC 197-11-350 a Mitigated Determination of Non-significance (MDNS) is issued for this project.

The revised MDNS is based on impacts identified within the environmental checklist, attachments, and this Final Staff Evaluation for Application SEP20-00006, and is supported by plans, policies, and regulations formally adopted by City of Issaquah for the exercise of substantive authority under SEPA to approve, condition, or deny proposed actions.

Valerie Porter 11/4/21

Valerie Porter, Associate Planner **Date**

ATTACHMENT 11

The Seattle Times

AFFIDAVIT OF PUBLICATION

Tisha Gieser
City of Issaquah
PO Box 1307
Issaquah WA 98027

STATE OF WASHINGTON, COUNTIES OF KING AND SNOHOMISH

The undersigned, on oath states that he/she is an authorized representative of The Seattle Times Company, publisher of The Seattle Times of general circulation published daily in King and Snohomish Counties, State of Washington. The Seattle Times has been approved as a legal newspaper by orders of the Superior Court of King and Snohomish Counties.

The notice, in the exact form annexed, was published in the regular and entire issue of said paper or papers and distributed to its subscribers during all of the said period.

11/04/2021

Agent Debbie Collantes Signature D Collantes

Subscribed and sworn to before me on 11-04-21

Frankie Flight
(Notary Signature) Notary Public in and for the State of Washington, residing at Seattle

Publication Cost:	$182.86
Order No:	16990
Customer No:	200
PO #:	

FRANKIE FLIGHT
Notary Public
State of Washington
Commission # 19110383
My Comm. Expires Nov 4, 2023

CITY OF ISSAQUAH
REVISED DETERMINATION OF MITIGATED NONSIGNIFICANCE (MDNS)

Description of Proposal: To construct a 2,125-square-foot tunnel automated car wash and 540-square-foot Auto Sentry canopy on a 0.42-acre site. Infrastructure improvements will include water, sewer, and frontage improvements. The site currently contains contaminated soil and groundwater from an abandoned fuel facility that exceed the MTCA A cleanup levels. Phase 1 of a two-phase remediation process is complete. Phase 1 consisted of excavation and off-site disposal of petroleum contaminated soils above the water table. Phase 2 includes use of in situ treatment, air sparging/soil vapor extraction ("AS/SVE") system, to remediate residual petroleum hydrocarbon impacts to soil and groundwater. The air AS/SVE system will be installed in conjunction with the construction of the carwash.

Proponent: Barghausen Consulting Engineers, Inc., c/o: Glenna Mahar, 18215 72nd AVE S, Kent WA 98032

Permit Number: PRJ13-00024, SEP20-00006

Location of Proposal: 55 NW Gilman Blvd, Issaquah, WA 98027

Lead Agency: City of Issaquah

Project Planner: Valerie Porter, Associate Planner, P.O. Box 1307, Issaquah, WA 98027, 425-837-3094, valeriep@issaquahwa.gov

SEPA Review: The lead agency has reviewed the proposal for probable adverse environmental impacts and expects to issue a mitigated determination of non-significance (MDNS). The MDNS process established by WAC 197-11-355. The proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an EIS is required. Upon completion of the SEPA review process, a Notice of Issuance of MDNS will be distributed to parties of records.

Public Comment Period: Anyone wishing to comment may submit written comments to the Project Planner between **November 4, 2021 through November 25, 2021 at 5:00 p.m.** The Responsible Official will consider all comments prior to issuing the final determination and may retain, modify, or if significant adverse impacts are likely, withdraw the proposed MDNS.

Environmental Documents: All documents are available at the City's website: issaquahwa.gov/development. Click on the parcel, then select "View Related Documents and Permits" to see the available submittals. The full application is available for review at the Permit Center, 130 E Sunset Way. Please make an appointment with the Project Planner.

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Aspect CONSULTING

November 5, 2019

Caitlin Hepworth, Assistant Planner
Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032

Re: Noise Study for Proposed Air Sparge / Soil Vapor Extraction System
Former Casey's Car Care
55 NW Gilman Boulevard
Issaquah, Washington 98027
Project No. 080109

Dear Ms. Hepworth:

Aspect Consulting, LLC (Aspect) has prepared this letter to fulfill the City of Issaquah requirement of a Noise Study that assesses the potential concerns associated with remediation equipment planned for operation at the property (Site). We submit this letter on behalf of Car Wash Enterprises, Inc. (CWE) in support of their plans to remediate and redevelop this property. This letter intended as an attachment for the City of Issaquah Land Use permit; it is for planning purposes only and not for use as a stand-alone document.

The Site has a long and well-documented history of use as a service station and car care facility, and CWE has committed to remediating impacted soil and groundwater in conjunction with property redevelopment. The first cleanup phase involved accessible soil excavation and underground storage tank removal between August and October 2019.

We anticipate constructing and operating an Air Sparge/Soil Vapor Extraction System (AS/SVE) at the Site as a second phase of petroleum hydrocarbon remediation, treating the impacted soil and groundwater that remains in place following the completed excavation work (please see the "Remediation / Mitigation Status Report" attachment for more information on the two phases of remediation). Phase 2 cleanup may also include injections to enhance biodegradation. These injections would not result in operational noise, following several days of injection drilling.

This cleanup work is overseen by the Washington State Pollution Liability Insurance Agency (PLIA) under their technical assistance program to ensure compliance with the state environmental regulations (Model Toxics Control Act [MTCA], Chapter 173-340 WAC).

Noise Evaluation and Mitigation

This proposed AS/SVE system will be designed such that it will not exceed the noise limits in decibels (dBA) set by the Washington Administrative Code (WAC) 173-60-040, as shown in Table 1, below and adopted by the City of Issaquah. The Site property and adjacent properties will be considered as Class A for the purpose of this memo (residential, most restrictive).

Table 1. Noise Limitations by Environmental Designation for Noise Abatement Class

ENDA of Receiver	Class A	Class B	Class C
ENDA of Source	**(dBA)**	**(dBA)**	**(dBA)**
Class A	55	57	60
Class B	57	60	65
Class C	60	65	70

Notes: Reproduced from WAC 173-60-040 dBA = decimals

An AS/SVE system generally is composed of an air sparging blower to induce vapor pressure at one set of well points, while another vapor extraction blower induces a vacuum in another set of well points. This is two blowers in total, for which the manufacturer recommends an addition of 3 dBA for side-by-side blowers . An example noise output for this kind of blower can be found in the attached specifications for an AMETEK Rotron EN505. For example, the blower may be 75-77 dBA, which would make both blowers together around 80 dBA. Both blowers will be housed in a noise reduction enclosure, which generally reduces volume by 10 dBA at the equipment skid. Volume, or sound pressure (dBA) then becomes a function of distance from the source, as seen in in the equation below (OSHA Technical Manual Section III Chapter 5):

$$1) \quad dB\ Level\ B = dB\ Level\ A - 20 * \log(\frac{D2}{D1})$$

For the example blower, if the enclosure reduces noise by 10 dBA, then 70 dBA is the noise level being released from the sound enclosure. If one assumed (conservatively) it was around 70 dBA 1 foot from the enclosure, then 20 feet from the sound enclosure the noise level would be 44 dBA. So, if the enclosure was 20 feet from the property line, no more than 44 dBA would exist at the property line, and the volume at adjacent properties would be less. At the Site, the Class A noise restriction of 55 dBA would be reached within 6 feet of the sound enclosure. A chain-link style fence will be constructed around the system such that neither customers nor car wash employees will be working in an area that is above the noise restriction rating (within 6 feet of the blower enclosure). This is an example calculation for demonstration purposes; the actual decibel rating and property line offset distances will be evaluated at the time of AS/SVE design to meet the WAC 173-60-040 restrictions.

Limitations

Work for this project was performed for the Car Wash Enterprises, Inc. (Client), and this letter was prepared in accordance with generally accepted professional practices for the nature and conditions of work completed in the same or similar localities, at the time the work was performed. This letter does not represent a legal opinion. No other warranty, expressed or implied, is made.

All reports prepared by Aspect Consulting for the Client apply only to the services described in the Agreement(s) with the Client. Any use or reuse by any party other than the Client is at the sole risk of that party, and without liability to Aspect Consulting. Aspect Consulting's original files/reports shall govern in the event of any dispute regarding the content of electronic documents furnished to others.

Sincerely,

Aspect consulting, LLC

Breeyn Greer, EIT
Staff Engineer
bgreer@aspectconsulting.com

Doug Hillman, LHG
Principal Hydrogeologist
dhillman@aspectconsulting.com

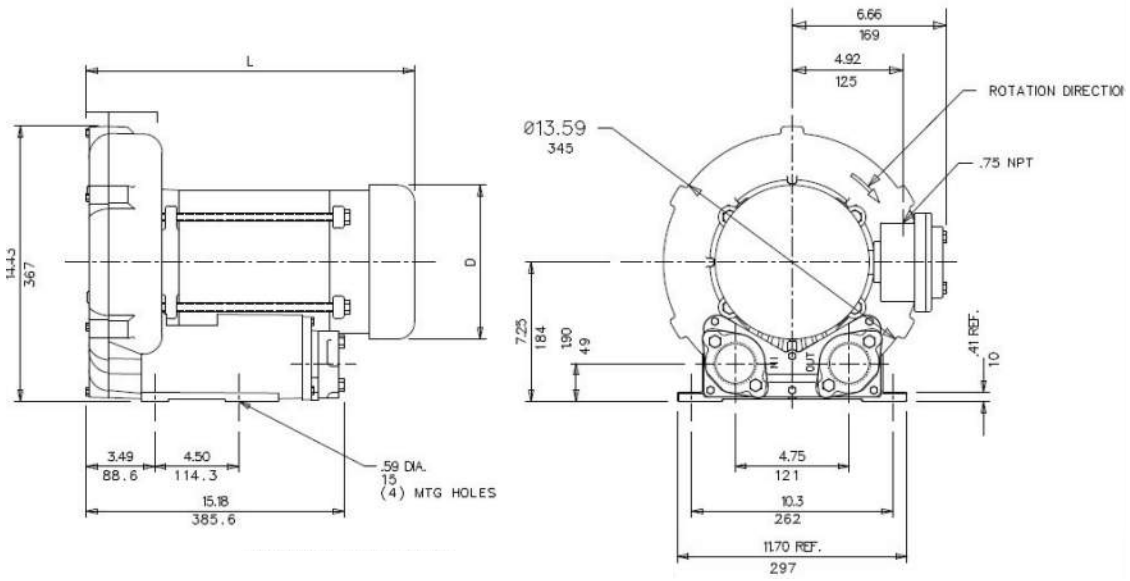
Attachment: AMETEK Rotron Example Blower

V:\080109 Car Wash Enterprises\Deliverables\001-12 Gilman Blvd\Land Use Permit Attachments\Noise Study_20191105.docx

EN 505 & CP 505

ROTRON®

2.0 / 2.5 HP Sealed Regenerative w/Explosion-Proof Motor



IN
MM

NOTES
1. TERMINAL BOX CONNECTOR HOLE 3/4" NPT.
2. DRAWING NOT TO SCALE, CONTACT FACTORY FOR SCALE CAD DRAWING.
3. CONTACT FACTORY FOR BLOWER MODEL LENGTHS NOT SHOWN.

		Part/Model Number			
		EN505AX58ML	EN505AX72ML	CP505FS58MLR	CP505FS72MLR
Specification	Units	038177	038178	080655	038962
Motor Enclosure - Shaft Mtl.	-	Explosion-proof-CS	Explosion-proof-CS	CHEM XP-SS	CHEM XP-SS
Horsepower	-	2.0	2.0	2.0	2.0
Phase - Frequency	-	Single-60 hz	Three-60 hz	Single-60 hz	Three-60 hz
Voltage	AC	115/230	230/460	115/230	230/460
Motor Nameplate Amps	Amps (A)	22/11	5.8/2.9	22/11	5.8/2.9
Max. Blower Amps	Amps (A)	24/12	6.4/3.2	24/12	6.4/3.2
Locked Rotor Amps	Amps (A)	112/56	56/28	112/56	56/28
Service Factor	-	1/0	0/0	1/0	0/0
Starter Size	-	1.0	1.0	1.0	1.0
Thermal Protection	-	Class B - Pilot Duty	Class B - Pilot Duty	Class B - Pilot Duty	Class B - Pilot Duty
XP Motor Class - Group	-	I-D, II-F&G	I-D, II-F&G	I-D, II-F&G	I-D, II-F&G
Shipping Weight	Lbs	92	84	92	84
	Kg	41.7	38.1	41.7	38.1

Voltage - ROTRON motors are designed to handle a broad range of world voltages and power supply variations. Our dual voltage 3 phase motors are factory tested and certified to operate on both: **208-230/415-460 VAC-3 ph-60 Hz** and **190-208/380-415 VAC-3 ph-50 Hz**. Our dual voltage 1 phase motors are factory tested and certified to operate on both: **104-115/208-230 VAC-1 ph-60 Hz** and **100-110/200-220 VAC-1 ph-50 Hz**. All voltages above can handle a ±10% voltage fluctuation. Special wound motors can be ordered for voltages outside our certified range.

Operating Temperatures - Maximum operating temperature: Motor winding temperature (winding rise plus ambient) should not exceed 140°C for Class F rated motors or 120°C for Class B rated motors. Blower outlet air temperature should not exceed 140°C (air temperature rise plus inlet temperature). Performance curve maximum pressure and suction points are based on a 40°C inlet and ambient temperature. Consult factory for inlet or ambient temperatures above 40°C.

Maximum Blower Amps - Corresponds to the performance point at which the motor or blower temperature rise with a 40°C inlet and/or ambient temperature reaches the maximum operating temperature.

XP Motor Class - Group - See Explosive Atmosphere Classification Chart in Section I

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www.ametekdfs.com

Environmental / Chemical Processing Blowers

EN 505 & CP 505

ROTRON®

2.0 / 2.5 HP Sealed Regenerative w/Explosion-Proof Motor

FEATURES

- Manufactured in the USA - ISO 9001 and NAFTA compliant
- Maximum flow: 150 SCFM
- Maximum pressure: 75 IWG
- Maximum vacuum: 70 IWG
- Standard motor: 2.0 HP, explosion-proof
- Cast aluminum blower housing, impeller , cover & manifold; cast iron flanges (threaded); teflon® lip seal
- UL & CSA approved motor with permanently sealed ball bearings for explosive gas atmospheres Class I Group D minimum
- Sealed blower assembly
- Quiet operation within OSHA standards

MOTOR OPTIONS

- International voltage & frequency (Hz)
- Chemical duty, high efficiency, inverter duty or industry-specific designs
- Various horsepowers for application-specific needs

BLOWER OPTIONS

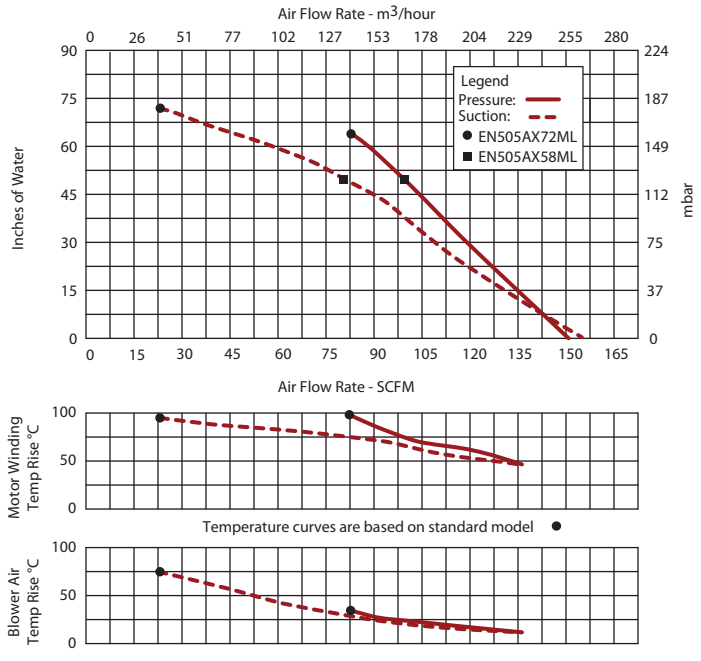
- Corrosion resistant surface treatments & sealing options
- Remote drive (motorless) models
- Slip-on or face flanges for application-specific needs

ACCESSORIES

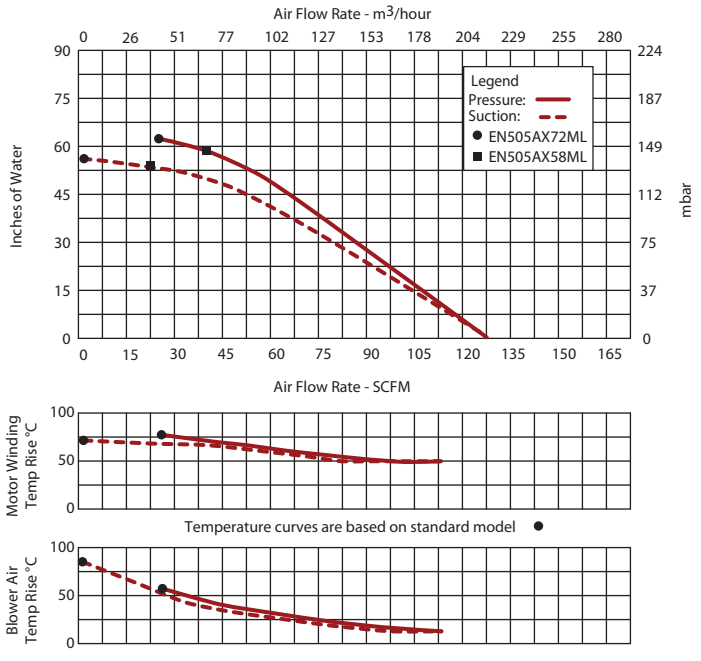
- Flowmeters reading in SCFM
- Filters & moisture separators
- Pressure gauges, vacuum gauges, & relief valves
- Switches - air flow, pressure, vacuum, or temperature
- External mufflers for additional silencing
- Air knives (used on blow-off applications)
- Variable frequency drive package

Blower Performance at Standard Conditions

60 Hz



50 Hz



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AMETEK®
PRECISION MOTION CONTROL
DYNAMIC FLUID SOLUTIONS

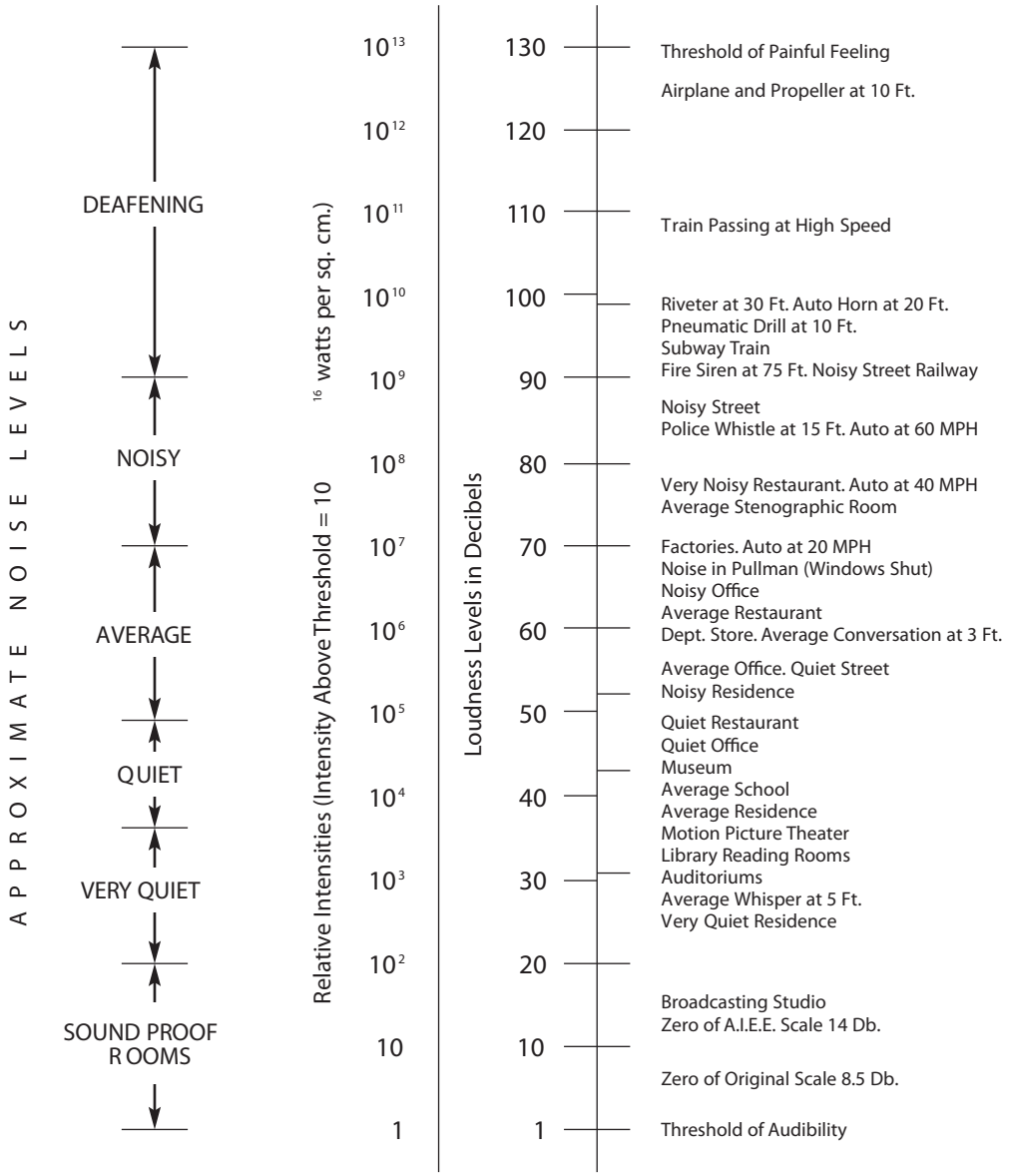
Noise Facts

- OSHA (Occupational Safety & Health Administration) regulates and monitors in-plant noise.
- Allowable noise is a function of dBA level at certain distance over an exposure time.
- OSHA regulations state 90 dBA for an 8 hour work period using slow responic setting on meter.
- Adding a second noise producer of equal dBA will add 3 dBA to the first dBA reading.
- Sound pressure level (SPL) decreases with distance (d)

  $(SPL)_2 = (SPL)_1 - 20LOG\left(\frac{d2}{d1}\right)$

  Therefore, each doubling of distance results in 6 dBA reduction.

Loudness Levels of Familiar Noises (Approximate Average Including Ear Nework)



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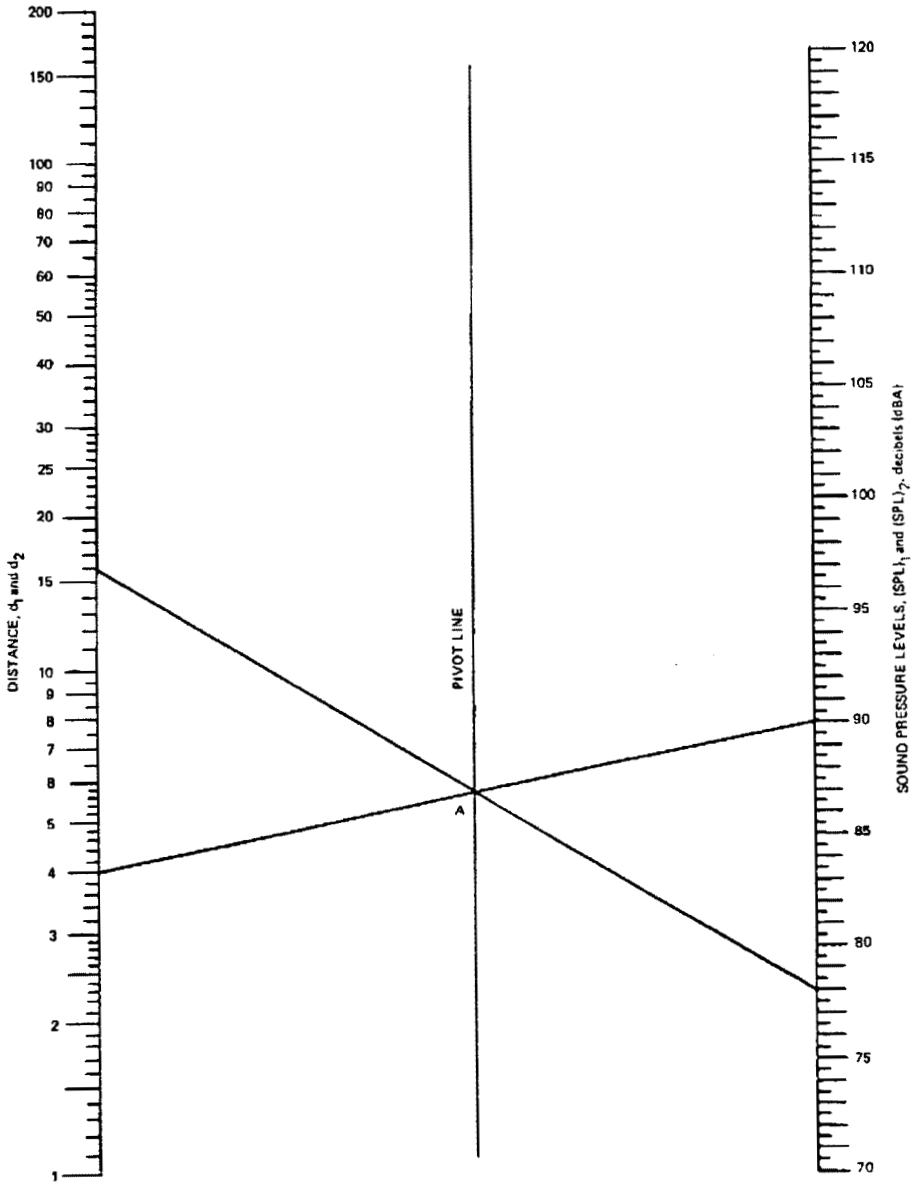
Industrial Blower Noise Chart* in dBA

Model	Mode		Model	Mode		Model	Mode		Model	Mode		Model	Mode	
	Suction	Pressure		Suction	Pressure		Suction	Pressure		Suction	Pressure		Suction	Pressure
SE	60-62	60-62	101	65-67	66-68	513	80-81	80-81	757	83-85	84-86	S/P 9	90-91	90-91
MF	64-65	64-65	202	67-69	68-70	505	77-78	76-77	808	84-85	84-85	909	81-82	84-86
RDC	76-78	76-78	303	65-67	67-69	523	82-83	82-83	633	81-82	81-82	1233	84-85	84-85
SL2	69-72	69-72	353	72-73	73-74	555	80-81	80-81	S7	88-89	88-89	S/P 13	87-88	90-91
SL4	72-78	72-78	404	73-74	74-75	656	82-83	82-83	858	84-85	84-85	14	86-87	86-87
SL5	76-79	76-79	454	76-77	75-76	6	85-86	85-86	833	82-84	82-84	S/P 15	91-92	91-92

* Average at 1 meter, 4 places around the blower

dBA at Distance Conversion Chart

To read, use straight edge to connect blower distance and dBA rating. A pivot point A will be developed. Use straight edge again with new distance and pivot point A to read dBA at new distance.



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